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SOURCE Hsing-tao Jihpao.

NATIONALISTS INTERCEPT LIBERTY SHIPS,  
TOW ONE TO SAFETY

TUGS LEAVE LIBERTY SHIPS ADRIFT -- Hong Kong Hsing-tao Jih-pao, 28 Sep 50

Hong Kong -- The tugboats Christine Moller and Margaret Miller, which left Hong Kong for Shanghai on 18 September 1950 with the empty Liberty ships Henry Abbot and Juan de Fuca in tow, were intercepted by the Nationalist warship T'ai-hu on the night of 27 September, at a point approximately 28 30 N 123 00 E, and were ordered to cast off from the vessels. They complied with the order and turned back for Hong Kong, leaving the two ships adrift in the open sea without crew or lighting equipment.

According to a Hong Kong shipping merchant, the Henry Abbot and Juan de Fuca, which the Nationalist government received from UNRRA after World War II, were still undergoing repairs in Hong Kong when they were towed away. Although the reason for their sudden departure is unknown here, it was believed that the Peiping government, which took possession of the ships, ordered them to be towed into Shanghai for completion of repairs because it would be some time before they could sail under their own power.

Another source reported that about a month ago, the steamship Anteloo, which was also in Hong Kong, was towed safely to Shanghai by the tugboat Caroline Moller.

NATIONALISTS TOW SHIP TO KIIRUN -- Hong Kong Hsing-tao Jih-pao, 4 Oct 50

Hong Kong -- The Liberty ship Henry Abbot, one of the two ships which were intercepted on 27 September 1950 about 300 nautical miles from their destination by the Nationalist warship T'ai-hu while being towed to Shanghai, was seized by the Nationalists and towed to Kiirun. However, a foreign ship returning to Hong Kong reported from the high seas on 3 October that the Juan de Fuca was sighted still drifting at 26 58 N 121 35 E around noon of 3 October.

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HONG KONG -- FUKIEN PROVINCE SHIPPING CONTINUES -- Hong Kong Hsing-tao Jih-pao,  
2 Oct 50

Hong Kong -- A Hong Kong shipping merchant reported that the following nine coastal vessels are now engaged in regular service between Hong Kong and ports in Fukien Province: the Hsiang-hsing and Ch'eng-hsing which ply the Hong Kong -- Ch'uan-chou route; and the Elsie Moller, Hua-li, Torina, Mailina, Jade Leaf, Edith Miller, and Hua-lu which operate on the Hong Kong -- Amoy route. Most of the cargo shipped from Hong Kong to Fukien Province consist of coconut oil, wax, newsprint, fertilizer, industrial raw materials, and imported pharmaceuticals; the goods coming into Hong Kong are salted vegetables, tea, and incense.

SHANGHAI SHIPPING CONTINUES DESPITE MINES -- Hong Kong Hsing-tao Jih-pao, 30 Sep 50

Hong Kong -- Most of the large shipping companies in Hong Kong are seriously considering the discontinuation of service to Shanghai since the entrance to the port of Shanghai is still not clear of mines. However, even after seven ships were reported to have struck mines, word has been received in Hong Kong that the steamship Yen-tzu-mou, which departed from Hong Kong on 19 September 1950, arrived safely in Shanghai, and that she will depart for Hong Kong on 26 September. In this connection, it was reported that another ship, carrying about 300 tons of cargo, will depart for Shanghai on 3 October. As a safety measure, the name of the ship was not revealed.

Normal shipping service from Hong Kong to Swatow, Tsingtao, and Taiwan, however, is maintained by foreign ships, as these routes are safer than the Shanghai route. The ships which operate on these routes are: the steamships Szechwan and Empire Park on the Swatow route, the Yung-sheng on the Kiirun route, and the Ta-fu-kang and Heinrich Jessen on the Tsingtao route.

SS MAU-SANG CHANGES NAME -- Hong Kong Hsing-tao Jih-pao, 4 Oct 50

Hong Kong -- The steamship Mau-sang, belonging to the Jardine Matheson Lines, was sold to the Chieh-shun Shipping Company, reportedly for 600,000 Hong Kong dollars. The ship will continue to ply between Hong Kong and the Communist ports under the new name of Shun-li (Shun Lee).

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